

The Bamberg Herald

One Dollar and a Half a Year.

BAMBERG, S. C., THURSDAY, JULY 20, 1916.

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COUNTRY NEWS LETTERS

SOME INTERESTING HAPPENINGS IN VARIOUS SECTIONS.

News Items Gathered All Around the County and Elsewhere.

Denmark Dots.

Denmark, July 15.—On Friday Misses Ruth and Frances Guess returned home from a week's house party in Winstboro, accompanied by Misses Cornelia Mayer, of Newberry, and Kate Doty, of Winstboro, both being members of the house party of the week before.

On Friday evening Miss Ruth Guess entertained in honor of her visitors, Misses Cornelia Mayer and Kate Doty. After the guests were introduced to those in the receiving line, they were invited to the lawn where they were entertained with progressive conversation. Numerous Japanese lanterns added much to the beauty of the scene. Later in the evening the guests were served with refreshments. The out of town guests were: Misses Killingsworth, of Columbia and Martha Ray, of Bamberg, Winchester Smith, Kennedy Rogers and Robert Kennedy, of Williston.

Mr. and Mrs. G. M. Crum, of Clemson College, are spending some time at the home of Mrs. Crum's father, J. B. Guess.

On Saturday morning Miss Kate Doty left for Myrtle Beach.

An enjoyable event of the week was the picnic at Hallman's bridge on Thursday, given for the visitors of Misses Ruth and Frances Guess.

Miss Kate Doty returned to Denmark on Thursday to resume her visit to the Misses Guess of that place.

On Friday evening Misses Ruth and Frances Guess acted as hostesses at a Converse tea given in honor of their visitors, Misses Doty and Mayer. The guests found their places by miniature Converse pennants, from which ribbon streamers of purple and gold, Converse colors, led to the favors, skillfully concealed beneath the centerpiece of yellow daisies. From the chandelier above were artistically suspended two large Cs, cut from purple and gold cardboard. After the tea was served the guests spent the remainder of the evening in conversation.

Ott's Outings.

Ott's, July 18.—Our little burg is still hustling; shipping melons is the order of the day. They are being shipped daily from here.

Mrs. L. S. Dennis, of Kingstree, has returned to her home after a visit to her parents, Mr. and Mrs. L. D. Odum.

Miss Maggie Smith has returned to her home in Charleston after a two weeks' visit to Misses Eva and Lila McCue.

Mr. Otis Sandifer, of Denmark, was a visitor at Ott's Sunday.

Master Carrere Hiedtman, of Charleston, is visiting at the home of Mr. and Mrs. W. M. McCue.

Mrs. O. M. Spurlin and Miss Ruth Seymour, of Denmark, visited at the home of Mr. and Mrs. L. D. Odum last week.

TO PAY TWO CLAIMS.

Senate Passes Two Measures for Relief for Corbins.

Washington, July 15.—Senator Tillman today had the senate pass bills paying two important South Carolina claims. One of them proposes to pay to Mrs. S. Corbin, of Oconee county, widow of W. B. Corbin, who while in the discharge of his duty as a deputy United States marshal was killed by Robert Belcher, Lou Belcher, J. B. Palmer and Charles Palmer, alleged violators of the United States laws, March 8, 1909, the sum of \$1,000 on account of the murder of her husband while in the service of the government of the United States.

The other would pay to Mrs. C. D. Corbin, of Oconee county, a similar amount for the same reason.

Five Perish in Explosion.

Haskell, N. J., July 13.—At least five men were killed, thirty injured, several of them fatally, and sixteen small buildings containing approximately six hundred pounds of nitroglycerine were destroyed as the result of a terrific explosion in the nitroglycerine mixing house of the Dupont powder plant here today. The cause of the explosion is as yet unknown.

NAVAL COLLIER SUNK.

All of Crew and Passengers Were Saved.

Charleston, July 15.—The large naval collier Hector, carrying sixty marines in addition to her crew of seventy men and twelve officers, sank off Charleston yesterday, according to a report made here by Capt. F. R. Hunt, of the tug Vigilant, which tried to go to the Hector's assistance. The steamer Alamo had been standing by the collier, having responded to her calls when the collier was disabled some sixty miles off here in Thursday night's hurricane.

Capt. Hunt did not get within more than three miles of the Hector and no wireless report could be obtained from the Alamo. It was not known here whether the Alamo had been able to take off the 142 persons aboard the Hector.

From the steamer Arapahoe, which arrived here yesterday afternoon, came the report that the torpedo boat destroyer No. 25 was being towed in by a tug. It was not known what damage had been done to the destroyer.

With Marines From Port Royal.

The Hector left Port Royal for Santo Domingo carrying the marines who were recruits for United States forces in Santo Domingo and Cuba. She attempted to put into port here when the storm disabled her, but, according to Capt. Hunt, was unable to get nearer than to within about nine and a half miles from the Charleston lightship before she sank. Capt. Hunt said part of the collier's superstructure remained above water.

The naval collier Hector was built at Sparrows Point, Md., in 1908, and was one of the first of the new type of naval fuel ships to be completed. She carried a crew of 73 men.

The vessel was of 11,200 tons displacement, 383.9 feet long, 52.5 feet broad and had a draft of 24.5 feet. Her speed was 12 knots an hour and her carrying capacity 8,128 tons of coal.

Went Down in Shallow Water.

The Hector went down in shallow water and was breaking up, according to a message sent to the navy department from Charleston. The message added that the collier was lowering her small boats, but did not say whether or not the 142 persons aboard had reached rescue ships in safety. The message was filed at Charleston at 4 o'clock yesterday afternoon.

The Hector was commanded by Capt. G. F. Newell, and besides a crew of seventy men and twelve officers, carried sixty marines, who had been taken on from the Port Royal naval training station and who were to join commands in Santo Domingo.

Up to late last night all efforts of the naval wireless to ascertain whether there had been loss of life in the sinking of the Hector had been unavailing. A series of calls for help from the collier, stopping abruptly at 4 p. m., gave rise to grave fears for the safety of those aboard, but officials believed there still was a possibility that they had escaped.

It was reported last night that the destroyer Terry, in tow of the tug Relief, was off the Charleston lightship and would not enter port until today.

Later—All of the crew and the marines on the Hector were rescued, and safely landed.

Held to Be Merchantman.

Washington, July 15.—The State department formally ruled today that the German submarine Deutschland is a merchant vessel and entitled to treatment as such.

"In view of the facts in this particular case," said Mr. Polk, "there is no reason why the Deutschland should be considered a war vessel."

In announcing the ruling Acting Secretary Polk said it was not to be taken as a precedent, and that any similar cases arising in the future would be dealt with on their own merits.

Says They Must Be Loyal.

Washington, July 13.—President Wilson told a citizenship committee here today that the American government must insist that foreigners becoming citizens remain loyal even if they are not pleased with the way affairs are conducted.

Loyalty means nothing, he declared, unless it is coupled with self-sacrifice. He added that Americans cannot teach loyalty unless they practice it.

IN THE PALMETTO STATE

SOME OCCURRENCES OF VARIOUS KINDS IN SOUTH CAROLINA.

State News Boiled Down for Quick Reading.—Paragraphs About Men and Happenings.

Two cases of infantile paralysis have been reported from Greenville.

H. H. Grainger, of Loris, was run over and killed by a train near Conway last week.

Andrew Keys, a well known farmer of Anderson county, was bitten by a highland moccasin last week. He will recover.

It is announced that it will probably be ten days yet before the South Carolina National Guard will be ordered to the Mexican border.

A number of her former students are planning a memorial to Miss Rebecca Albergott, who taught in the Orangeburg city schools for more than 50 years.

The board of health of the city of Columbia revoked the licenses of three dairies in that city last week because of the unsanitary methods they employed.

Major J. Shapter Caldwell has handed his resignation to Governor Manning as assistant adjutant general. Friction between himself and Adjutant General Moore is the cause of the resignation.

A slight slip of a barber's razor about a week ago has proved fatal to former Policeman W. D. Howard, who died at the City hospital in Greenville last week, as a result of blood poisoning. When Mr. Howard visited the barber shop he had a slight pimple on his chin, which was cut by a razor. The former officer gave no thought to the wound until infection was noticed. He was then rushed to the City hospital; but the poison worked so quick that he lived less than 48 hours.

Major Johnson Hagood, coast artillery corps, is under orders to relinquish his present duty as commanding officer of the coast defense of Portland, Oregon, and report to the commanding officer of the South Atlantic coast artillery district for duty on his staff as material officer. Simultaneously an order is published relieving Capt. Wm. H. Raymond from his present assignment in the coast defenses of Charleston, and directing him to report to the commanding officer at Portland, Oregon.

GIRL SAVES SISTER'S LIFE.

Miss Ina Wood the Heroine of a Near Tragedy in the Saluda River.

Laurens, July 15.—The brave, quick action of Miss Ina Wood saved her younger sister, Miss Cornelia Wood, from almost certain death by drowning in Saluda river, not far above Ware Shoals, last Wednesday afternoon, according to information brought from that section of the county.

It seems that a party of young women, including the Misses Wood, daughters of Mrs. James E. Wood, of the Harmony church neighborhood, this county, were spending the afternoon on the banks of the river enjoying a quiet picnic. Arriving at the "Big Rock," a noted and interesting point on the Saluda, Miss Cornelia Wood, with some of her companions, ventured out on the rock to the water's edge. Suddenly Miss Wood lost her footing, probably from dizziness, and fell into the deep current, at the upper end of the rock. Being unable to swim she sank at once. All of her companions were horror-stricken, save her elder sister, who quickly threw aside her big sun hat, plunged into the rushing water and made her way to her sister, then apparently unconscious, just as she was being swept out into the main current of the river.

Throwing her arms about the limp form of the drowning girl, both were carried down stream until they came near enough to the shore to cling to projecting bushes. Here both, assisted by other members of the party, were brought safely ashore, and after some heroic work, Miss Cornelia was revived and taken home. The cool, heroic performance of Miss Ina Wood no doubt averted a tragedy, and her bravery is commented upon on all sides.

The average life of the ordinary walking plough is a little less than twelve years.

Louishkin, the giant Russian drum major of the Imperial Guards, was eight feet five inches high.

MAN-EATING SHARKS.

Hunters Patrolling New York and New Jersey Beaches for Them.

New York, July 13.—Armed shark hunters in motor boats patrolled the New York and New Jersey coasts today, while others lined the beaches in a concerted effort to exterminate the man-eaters which have moved north from their customary haunts, apparently in large numbers. The village authorities of Matawan, N. J., offered a reward of \$100 for every shark brought in dead or alive.

The belief that a single shark was responsible for the killing of four swimmers in New Jersey waters within the past two weeks, two of them yesterday in Matawan Creek, a shallow inlet sixteen miles from the open sea, has been dispelled by persons who actually have seen a half dozen or more of the monsters.

One theory is that sharks which formerly fed on refuse thrown overboard from the many ocean ships that plied before the war began now have become ravenous. Even those not ordinarily classed as man-eaters, it is said have been driven by starvation to lurk in the waters of the Atlantic coast, warm at this season, and attack human beings.

Huge Fishes Seen.

Three of the huge fishes were seen today in Matawan Creek and are believed to be bottled up there. Nets have been stretched under a bridge about a mile and a half from the mouth of the inlet to prevent egress.

A British sloop arriving from Bermuda was reported tonight to have killed a score of sharks during the voyage, one of them off the New Jersey coast.

Terror has seized the multitudes who have bathed at beaches along the New York and New Jersey coasts and comparatively few persons now venture into the water. At Ashbury Park and other New Jersey resorts wire nets have been strung around the bathing areas.

Dr. George G. Reynolds, of Matawan, who attended Stanley Fisher, who was so seriously mangled in a battle with a shark yesterday that he died a few hours later, performed an autopsy on Fisher's body today. He declared that the flesh torn by the man-eater's teeth was impregnated with a peculiar poisonous liquid, which seemed to have a deadening effect on the nerves and muscles. This probably explained, he said, why Fisher apparently had little sensation of pain when the shark took off his leg.

Devoured by Shark.

Little hope is entertained for the recovery of the body of 2-year-old Lester Stillwell, the other victim of the Matawan Creek tragedy. It is believed that he was devoured by the shark, as persistent dragging of the inlet and dynamiting of the water have failed to bring up the body.

Many conflicting reports were received here during the day from various points along the New York and New Jersey coasts regarding the killing of sharks, but only one appears to have any foundation in fact. This was the news brought in by Anthony Lundy, captain of a fishing smack, who said his party of New York fishermen had clubbed to death a nine-foot shark, weighing 450 pounds, while cruising yesterday off Elberton, N. J.

A fisherman reported tonight that he had vainly tried to kill with an oar a seven-foot shark which became entangled in his nets. He said the fish tried to strike his boat.

Part of Cargo to Anderson.

Anderson, July 15.—The Brogon cotton mills, manufacturers of print cloth goods, are assured by the American representatives of the German dyestuff manufacturers that the mills will receive a share of the cargo of 750 tons of dyestuff that arrived on the German submarine Deutschland in Baltimore a few days ago. President Gossett said today that he had made applications for a part of the cargo and that the American representatives stated that it would be distributed among their customers on the basis of past sales. Mr. Gossett says the American representatives have not been informed as to the character of the dyestuff on board the submarine, but he is hoping that it is indantrine, because the mills are short in the supply of this particular stuff. Indantrine is an important ingredient in manufacturing fast colors, colors that are washable. The Brogon Mills are one of the two mills in the South that manufacture this kind of print cloth goods.

Read the Herald, \$1.50 per year.

DAMAGE BY WIND AND RAIN

UNPRECEDENTED HEAVY RAIN—FALL IN CAROLINAS.

Fourteen Inches of Rain Fell at Florence.—Crops Damaged.—Several Cities Inundated.

Columbia, July 16.—Unprecedentedly heavy rains, which have transformed creeks into rivers, rivers into torrents and lowlands into lakes, followed the track of the coast hurricane which swept over South Carolina, starting at Charleston Thursday night. The Pee Dee section, which seems to have felt the chief force of the disturbance, reports crops flattened, bridges swept away by raging streams, roads all but impassable on account of debris and railway communication badly crippled.

Thus far there have been no reports of loss of life, but it is possible that some lives have been lost in the swollen streams. The rising of the river and creeks now becomes the most serious factor in the situation. The weather bureau has announced that warnings for the Santee, Wateree, Catawba and Saluda rivers stand, and reports from points on these streams indicate that the waters will be very high indeed.

The precipitation was the heaviest ever seen in some sections. Florence had nearly 14 inches in 36 hours and Kingstree had more than ten. In Kingstree the drainage canal through the center of the town left its banks and caused much damage to property.

Estimates of crop damage vary. Some reports have it that especially in the Pee Dee section the loss has been terrible, while others indicate that first accounts were pessimistic.

Yesterday's reports showed that as the storm swept inland it brought its toll of damage and inconvenience to the Piedmont, where rising streams embarrassed railway communication and damaged crops and bridges.

Floods in North Carolina.

Asheville, N. C., July 16.—Taking a toll of five human lives, with a property loss estimated from \$6,000,000 to \$10,000,000, and with hundreds of people rendered homeless by the destruction of more than one hundred houses, the worst flood in the history of the State swept the river section of Asheville and the French Broad Valley early this morning, and at 8 o'clock tonight the waters of the Swannanoa and French Broad rivers were fifteen feet above their banks, although believed to be receding. Reports from towns in the French Broad Valley, covering a territory from the lake Toxaway section to Hot Springs, near the Tennessee line, put the property losses at nearly \$10,000,000. Reports from these sections are difficult to obtain owing to the interruption of telegraph and telephone communication, lines being down everywhere. At 1 o'clock today the Western Union Telegraph company succeeded in looping up a telephone wire to Atlanta, thus getting the only line of communication to the outside world at that time.

Georgetown Hard Hit.

Conway, July 16.—Georgetown was in the vortex of the tropical hurricane which swept the Carolina coast Thursday and Friday, according to Capt. James H. Porter, who brought a party from that city today in the Atlantic Coast Corporation's tug, W. H. Andrews, to communicate with the president of the corporation, R. J. Clifford, Georgetown having had no communication with the outside world since Thursday night. Capt. Porter said that he would not begin to estimate the damage wrought to the city and to crops in the county, but that the loss must have been exceedingly great.

During the storm the wharves and stores along the water front were flooded with water several feet deep, while the Seaboard railway's tracks were washed away around Georgetown for three or four miles. There have been no trains in or out of the city since the storm. Telegraph and telephone communication with the outside world has been cut off since Friday morning. Parties had been sent out in automobiles in every direction, but all returned after having travelled four or five miles.

The damage done the Atlantic Coast Lumber Corporation's plants is estimated by Capt. Porter at \$50,000. The whole town, he said, presented a mass of wires, upturned trees and wrecked buildings. A number of

tugs and other craft were sunk, among them being the yacht Palmetto, owned by E. W. Kaminski, and a number of gasoline launches owned by J. E. McQuade, of the Georgetown cannery factory. As many more craft were washed ashore. The Winyah Lumber company's plant was practically a total loss. The smokestacks of all the mills were blown away by the high wind. The power house was almost a total wreck and wires were blown helter skelter about the streets and wound about the trees. It will be many days before it can be repaired.

The Scurry garage was demolished by a large tree falling on the building. The high school building was unroofed and considerable damage wrought inside by the beating rains and terrific winds.

"There are a great many other buildings that suffered," said Capt. Porter, "of which I know nothing, but merely observed those already mentioned. The crops in the county must be practically a total loss, judging from the gardens in the town; they were literally torn to shreds and levelled to the ground."

The buildings on the island did not suffer correspondingly as those in town, said Capt. Porter. No lives were lost.

Just as soon as T. C. Clifford, who has sent several messages to his father, R. J. Clifford, president of the Atlantic Coast Corporation, gains an answer to his telegrams, the party will return to Georgetown.

Conway is still cut off from the rest of the State so far as mails are concerned, none having been received here since Thursday.

Damage in Charleston.

Charleston, July 15.—The loss of the naval collier Hector off the Charleston lightship, was by far the worst phase of the damage done by the hurricane which struck this section Thursday afternoon.

The torpedo boat destroyer, Terry, according to the Clyde Line steamship Arapahoe, had weathered the storm and was heading in for this port, being towed by a large tug, when the liner sighted her.

Only one life was lost as a result of the hurricane here. An unknown negro man walked into a dangling electric wire and was electrocuted. Several people are reported to have suffered minor injuries, due to slipping on the debris-strewn pavements.

Sullivan's island and the Isle of Palms escaped damage. Neither island was under water and the wind does not seem to have been any heavier than it was in Charleston.

Crops in the vicinity of Charleston are reported to have been badly damaged by the heavy winds. Corn and cotton are stated to have been laid low. Reports from Yonke's island were more favorable.

In Dorchester county, about fifty miles from Charleston, a large pine tree fell between two young children. Neither was harmed, although the brush barely missed them.

The telephone company reports between 1,500 and 2,000 telephones out of order. For ten hours yesterday Charleston was out of telegraphic communication with the outside world.

The highest wind velocity recorded by the local office of the weather bureau was sixty-two miles an hour, at 2 o'clock Thursday afternoon. For a time yesterday morning it blew at the rate of forty-five miles an hour, while about 7:30 o'clock last night the velocity was stated to be thirty-five miles.

The fire alarm system being put out of commission by the storm, Chief Louis Behrens has stationed lookouts in the steeple of St. Michael's church and in the dome of the Charleston Orphan House, and the police are cooperating.

Water had subsided early yesterday in the lower sections of the city. With the backing out of the tide water, the drains were able to carry off all the surface water.

Much of the water covering the Battery Boulevard was caused by the inability of drains in Ashley avenue and Rutledge avenue to carry off the rain, though a considerable quantity was poured over the long sea wall.

The navy yard escaped with slight damage. Owing to the lack of street car service there was a great shortage of labor at the yard yesterday. Plants along the "Neck" are stated to have sustained only inconsequential damage.

The Seaboard Air Line and the Atlantic Coast Line railroads had serious washouts near Goose creek yesterday. The train from New York, due at 11:30 o'clock last night, was very late. A rainfall of cloudburst proportions occurred in that vicinity.